

the vehicle, this is a component, shaped with rounded lines, that encompasses, centrally, the area of the grid 200 with the area of the headlights 201 at both ends on each side. The portion of the bumper covering 20 includes an upper part 202 that, turned-up towards the rear part of the vehicle 1, extends with correspondence to the engine bay, so far as to join with the front border 210 of the motor bonnet covering 21. Regarding the motor bonnet covering 21, being slightly convex, it extends along lengthways, ending with the border 211, from the connection with the bumper covering 20 almost up to the base of the windscreen of the vehicle 1. Finally, both the left mudguard 22 and the right mudguard 23, include the relative wheel arch, and an upper part 220, 230 that, each one turned up above the corresponding wheel arch, is to join to the corresponding side end 212 of the motor bonnet covering 21.

On pages 11 and 12, paragraph [0039], revise as follows:

Since the pre-assembled module 2, should be capable of being raised, on one side so as to allow the access to the engine bay, on the other as a reaction in the case of a hypothetical impact, in correspondence with the bumper covering 20 and below the pronounced shape 203 that defines the protrusion of the bumper, is laterally foreseen, at least one point for the hinging 3. In that way, the pre-assembled module 2 can therefore rotate forward, raising only the rear part, while the front remains hinged on 3. To allow the coupling of the pre-assembled module 2 to the vehicle, and so that it remains in a closed position until a control intervenes to determine its disengagement, in the rear part, in correspondence with the border, 211 a belt 4 is foreseen 4. In this case, at the moment of the closing of the pre-assembled module 2, the hinge binds to the lock connected to the pre-tensioner 5.

On page 12, paragraph [0040], revise as follows:

Regarding the area under the pre-assembled module 2 and in correspondence with the front part of the body of the vehicle, a cooperating support structure is foreseen, made up with a crossbeam 6. Said crossbeam 6 is placed, in the illustrated example, in a retracted position with regards to usual solutions, providing greater space for absorbing energy with the possibility of varying the profile during the collision and of providing greater protection to the radiators, which in this case are divided. The crossbeam 6 always 6 bears a dissipater or absorber of energy 60 in correspondence to the front side, which is to be partially covered by the shape of the bumpers covering 20 of the pre-assembled module 2. Finally, a ~~strut of the~~ funnel-shaped type strut 7 cooperates with said crossbeam 6 in stiffening the body.

On page 12, paragraph [0041], revise as follows:

Regarding the air bags 8A and 8B, more than one is foreseen. In more detail, in one case, said air bags 8A and 8B can be housed under a structural complex that includes an axle crossbeam 9. In this case, the first air bags 8A of the front lateral type are placed along the front end of said axle crossbeam 9, while the second set of vertical lateral type air bags ~~of the vertical lateral type~~, 8B are placed to the sides of said axle crossbeam 9 set to a strut 10.

On page 12, paragraph [0042], revise as follows:

Receiving the impulse from said sensors that detect the impact, air bags 8A and 8B expand, forcing upwards said pre-assembled module 2 made from a thermoplastic material 2. In this case, the rear portion of the preassembled module 2, made from a thermoplastic material 2, tends to move away from the border 211 of the body, however, without uncoupling. This condition, in this case, is substantially controlled by the belt 4 that, by means of the pre-tensioner 5, limits the upward trajectory of the rear portion of the module 2 made from a thermoplastic material 2.